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\* These Brandy bottles by ourselves are guaranteed Grapes Spirit and of Pot Still Distillation.

**A. S. WATSON & CO., LIMITED,**  
HONGKONG AND CHINA.

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HONGKONG OFFICE: 10A, DES VEAUX ROAD C.  
LONDON OFFICE: 181, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, NOVEMBER 23rd, 1914.

THE arrival on the Upper Yangtze of a steamer called the *Lichuan* seems like an echo of the past, for that was the name of the little launch with which the late Mr. A. J. Little made his first plucky attempt to accomplish steam navigation between Ichang and Chungking and thus open the latter port. Mr. Little will always be remembered as the man who first devoted himself to the task of navigating the Upper Yangtze, and who spent himself in forcing the subject into public notice; and the fruit of his zeal is now seen in the little fleet of four Chinese-owned steamers that are operating on that section of the river. The difficulties of navigation there are too well known to need emphasizing, and various have been the methods suggested for overcoming the perils and obstacles of the rapids, floods, and whirlpools—the feasibility of improving the channel by blasting has been debated over and over again, and the installation of hauling stations and similar facilities has been provided for by Treaty. So far, however, navigation by means of small but high-powered steamers, which are able to fight their way against the rapids, hold the day, and the success the one or two boats already in use have attained, and the profits they have yielded to the Szechuan Steam Navigation Company, will make them an obstacle rather than an incentive to improving the river itself. A vested interest has now been built up, and it owes its existence almost entirely to the difficulties of navigation, so the Szechuan Steam Navigation Company might be expected to oppose any measures that would result in the removal of these difficulties. It has, at all events, been established that the river is, in its present condition, navigable for the greater part of the year by suitable steamers, and we must confess that we regard it as a matter of regret that the trade has been left so long a Chinese monopoly and that no British firm has seen its way to participate. The profits of the venture have proved sufficient to justify the Chinese company in continually expanding, and some of

these profits, to say nothing of the commercial influence that follows the Red Ensign, might well have been captured by a British firm. Another point that will in the future be found of considerable importance is the relation between the steamship company and the Szechuan railway. Anywhere else but in China it would be safe to say that there is sufficient trade for both, and that the railway will tap areas in the centre of the province that are far removed from steamship communication; but the river has for centuries been the one artery of commerce into which tributary streams flowed from producing districts several days' journey to the north, and the railway will have to be able to offer very considerable advantages in the way of cheapness, speed, and security if it is successfully to divert trade from the river. It could easily offer far greater speed and security than could be looked for from upward-bound junks, but, although the railway will necessarily be quicker than the steamers, it is doubtful whether its higher freights will not more than counterbalance this advantage except in the case of goods from the coast for places nearer to the railway than to the river. The difficulty of competition with the steamers will be all the more marked in the case of down-river goods, for with them the time argument does not tell nearly so strongly in favour of the railway. A third point that must arise sooner or later will be the question of opening some intermediate port between Ichang and Chungking. The Mackay Treaty, it will be remembered, provided for the conditional opening of Wansien; the condition has not been, and may never be, fulfilled, but now that steamer traffic is so well established, the port might well be opened unconditionally. It is now an important distributing centre, being the focal point of trade routes to various parts of the interior of the province and in particular the starting place of the overland route to the provincial capital. It will be many years before its usefulness in this respect will be affected at all by the railway, and in any case its position at a considerable distance from the railway line ensures that a very large portion of its trade will be absolutely untouched. At present, foreign imported goods to be distributed from Wansien must take out a transit pass at Ichang, but if, as will increasingly happen with the growth of steamer traffic, the bulk consignment is broken up at Wansien for distribution in smaller lots to the various interior centres, it is no longer possible to protect it by transit pass, and each separate lot will be liable to the full tale of *likin*. With Wansien opened, the payment of the bare import duty would cover goods thus far, after which the various smaller lots for distribution would each be conveyed under transit pass and protected from all the vexations and exactions of the *likin* collectorate, and such an improvement in facilities could only result in a larger market and increasing demand for foreign goods.

The Bishop of Victoria will conduct a short service of intercession at St. Paul's College this evening, at 6 p.m.

Mr. and Mrs. Findlay Smith returned to the Colony yesterday having travelled out from Home via the United States.

The fifth and final performance of "The Blue Bird" was given at the Theatre Royal on Saturday night before a very large and appreciative audience.

A subscription list for the Prince of Wales Fund has been taken from the counter of the Mercantile Bank of India, Ltd. Any person applying for subscriptions thereunder is unauthorized, and should at once be handed over to the Police. The Bank's name is at the top of the list.

The *Gazette* announces that "any person making any addition to any electrical installation connection to the Company's main without giving due notice to the Company, to enable them to test the same before connecting it to the existing installation, shall be liable to a penalty not exceeding fifty dollars for every such addition."

The wedding was solemnized at the Wanchai Wesleyan Church on Saturday, of Mr. William Harold Edmonds, of the Public Works Department, and Miss Ethel May Foley, who had just arrived in the Colony from Home. The bridegroom is a well-known member of the Civil Service Club, in the cricket and tennis sections of which he has rendered good service. The Rev. C. Bone performed the ceremony. The bride was given away by Mr. S. Hamer, Miss M. E. Bone was bridesmaid, and Mr. J. H. Bone "best man." Subsequently, a reception was held at No. 2, Morrison Hill.

## THE WAR.

[THROUGH REUTER'S AGENCY.]

## THE STRUGGLE IN FRANCE AND BELGIUM.

FIGHTING LESS VIOLENT.

LONDON, November 20th.  
5.20 p.m.

A Paris *communiqué* states:—  
Yesterday was characterised by an almost total absence of the enemy's infantry attacks, while the artillery was far less violent.  
The weather is extremely bad in Flanders, and snow is falling.  
As the result of floods at Ramscapelle two 105 millimetre mortars were abandoned by the Germans.

There has been an intense cannonade southward of Ypres.  
There is nothing of importance to report from the Centre.  
The enemy in Argonne made three vigorous attacks, but all were repulsed.

The Germans re-occupied the part of Chauvencourt which had been destroyed.  
We progressed further east.

LONDON, November 21st.  
1.50 a.m.

This evening's Paris *communiqué* states that nothing noteworthy has occurred to-day.

5.10 p.m.

To-day's Paris *communiqué* states that the operations yesterday on the whole were similar to those of the two preceding days. Our artillery assumed its advantage over the artillery of the enemy at Nieuport, and there has been intermittent cannonading at Dixmude. To the south of Ypres the enemy's artillery attacked Hellebeke, but were immediately repulsed.

There is nothing to report in connection with the Belgian frontier to the Oise.

Our artillery at Aisne and Champagne have increased the advantage gained over the enemy, and have prevented the digging of trenches.

We blew up some of the German trenches in Argonne, and have progressed in the region of Verdun and the Vosges, sometimes establishing trenches thirty metres from the enemy's position.

LONDON, November 22nd.  
1.30 a.m.

A Paris *communiqué* says:—  
The day passed quietly, except in Woevre, where the French artillery hurled back five German attacks in two hours.

## THE JUSTICE OF BRITAIN'S CAUSE.

## AN IMPORTANT EDUCATIONAL CAMPAIGN IN NEUTRAL COUNTRIES.

LONDON, November 21st.

A letter in the papers, signed by the Right Hon. H. H. Asquith (Prime Minister), the Earl of Rossbery, the Right Hon. A. J. Balfour, and others, on behalf of the Central Committee of National and Patriotic Opinion for distributing literature to the people of neutral countries on the Justice of the British cause, says:—"Given steadfast and unwavering fortitude on the part of the whole of the British people, we believe victory will be ours; but there must be no weakening, no wavering, no patched-up truce that will expose our children to a revival of the German menace."

[Official Telegram from French Government via Peking.]

## HEAVY GERMAN CASUALTIES.

From further information it appears that the 17th was a particularly bad day for the Germans, who, East of Ypres, were obliged to abandon 1,500 killed on an area of less than 800 metres. The Allies took numerous prisoners in the wood located south of Ypres.

[TELEGRAMS FROM THE BRITISH FOREIGN OFFICE.]

## ATROCITIES OF GERMAN TROOPS.

## WHOLESALE MASSACRE OF INNOCENT TOWNSPEOPLE.

LONDON, November 21st.

A report has been published by the Belgian Commission of Enquiry containing a recital of the atrocities committed by German troops at Taminies, where over 200 inhabitants were massacred. In the sacking of Dinant 700 inhabitants were killed. Well authenticated instances are also given of outrages in Belgian Luxembourg. In most cases the troops did not even allege that they had been attacked by the civilian population, and it seems certain that the inhabitants did not commit hostile acts. The inhabitants say that the crimes of which they are the victims can only be explained by the soldiers being drunk by their pleasure in inflicting pain, and by anger at the unexpected resistance of the Belgian army; or by their having received orders for systematic destruction from superiors.

## SUCCESS OF THE BRITISH WAR LOAN.

The success of the new war loan is already assured.  
It is estimated that in the first two days' applications the whole amount has been already applied for twice over.

## HEROIC FRENCH MEDIC.

An eyewitness of the operations in France relates the heroism of a French medical officer who stayed with German wounded under fire, losing his life; but the wounded were brought to a place of safety.

## THE SOUTH AFRICAN TROUBLE.

In South Africa the pursuit of Beyers' force continues.  
Commandant Du Toit has captured 74 men and 85 horses, and Commandant Soul a further 99 men.

[THROUGH REUTER'S AGENCY.]

## UNSWERVING LOYALTY OF THE BRITISH COLONIES.

CANADA TO MAINTAIN 100,000 TROOPS UNDER ARMS.

LONDON, November 21st.

A telegram from Ottawa says that besides raising a second Overseas contingent, the Government has decided to maintain 50,000 troops constantly under arms. The original scheme provided for 30,000.

LONDON, November 22nd.

A telegram from Ottawa says that Canada will enlist an additional 50,000 men for service at the front. This means that Canada will have 100,000 men under arms at the end of the year.

## AUSTRALIANS TO TRAIN IN UNLIMITED NUMBERS.

LONDON, November 20th.

A message from Melbourne states that in a powerful speech in the House of Representatives, Mr. A. Fisher declared that the Government was taking every step to train men in unlimited numbers to participate in the war if necessary. All arrangements, financial and otherwise, are being taken to enable the Government to send contingent after contingent.

## PROTECTING THE ENGLISH COAST.

## AN ELABORATE SYSTEM OF MINE DEFENCE.

LONDON, November 20th.

The Admiralty announces an elaborate system of mine defence for the Humber and Tyne, the Firth of Forth, Moray Firth, and the Scalpa Flow regions, necessitating pilotage.

## THE RUSSIAN OPERATIONS.

## VIOLENT ENGAGEMENTS AND RUSSIAN SUCCESSES.

## DESPERATE STAND OF THE GERMANS NEAR CRACOW.

LONDON, November 20th.  
9.25 a.m.A Petrograd *communiqué* states:—

The Germans are endeavouring to break our line between the Vistula and Warta.

Our offensive yesterday was marked with partial success.

We have taken in the north-west of Lodz a battery of heavy artillery, ten quickfiring, and several hundred prisoners.

The battle on the Czestochowa-Cracow front is developing normally.

We have captured three thousand Austrians, and have occupied Wianicz, Gorlice, Dukla and Ujok.

LONDON, November 21st.  
4.45 p.m.

An official Petrograd message states that the Austro-German forces from Czestochowa to Cracow assumed a violent offensive with the evident intention of helping the German army in the Centre. They were repulsed along the whole line with severe losses.

The enemy again attacked, whereupon the Russians took a counter-offensive move and drove the enemy back again, inflicting enormous losses and capturing prisoners.

There has been a most violent action in the Cracow district, where the Germans are desperate, as this is their last barrier before Silesia is reached.

## THE RUSSIAN INVASION OF TURKEY.

LONDON, November 21st.  
1.50 a.m.

A Petrograd *communiqué* says that a Turkish column has been defeated in the direction of Erzerum.

## RUSSIAN BLACK SEA FLEET ACTIVE.

## EXTENSIVE DAMAGE INFLICTED ON TURKISH PORT.

LONDON, November 21st.

A Petrograd official announcement says that Russian warships on Thursday bombarded the Black Sea port of Khopa, from which the Turks were preparing for an offensive movement in the direction of the passes in the Zatchorok region. The port, barracks, customs buildings, magazine, and arms were destroyed.

## THE TROUBLE IN SOUTH AFRICA.

## A GRADUAL COLLAPSE.

LONDON, November 22nd.

The South African rebellion is gradually collapsing. There have been frequent surrenders, including two of De Wet's sons and his chief henchmen, and over half of his command.

## INDIA AND THE WAR.

The following is a copy of a telegram from the Chief of the General Staff, India, to the General Officer Commanding, Hongkong:—

DELHI, November 20th.

The situation in India remains satisfactory. Great satisfaction has been expressed at the destruction of the *Emden*, especially in commercial circles. Expressions of loyalty from Mohammedans continue. The Frontier is quiet. Accounts of good work of Indian troops in France give great satisfaction. Recruiting continues very good.



## TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

## PRESIDENT AND THE SHANTUNG RELIEF FUND.

PEKING, November 20th.

The President has given \$30,000 from his private purse to the Shantung Relief Fund.

[Presumably the Fund in question is one for the relief of distress caused by the floods in the vicinity of Tsingtau in August and September.—Ed.]

## THE RUMOURD IMPERIALISTIC MOVEMENT

PEKING, November 20th.

The startling rumours of an Imperialistic movement are discredited.

The reported executions in this connection are officially denied.

The Emperor in a letter to the President dissociates himself from the movement.

## TSINGTAU AND CONSULAR REPRESENTATION.

PEKING, November 20th.

It is expected that Consuls will be admitted to Tsingtau at the end of November.

[OFFICIAL TELEGRAMS FROM BRITISH FOREIGN OFFICE.]

## DEPRECIATION OF GERMAN CURRENCY.

LONDON, November 21st.

In consequence of the continuous serious depreciation of German currency the *Frankfurt Gazette* states that the further publication of German exchange rates will be prohibited. The normal exchange of a 100-mark note is 124, now it is only 111 francs.

## DESTRUCTION OF A ZEPPELIN BY BRITISH AIRMAN.

LONDON, November 21st.

The Dusseldorf correspondent of the *Frankfurter Zeitung* confirms the total destruction of a Zeppelin airship by a British airman.

The German Wolf (Press) Bureau reported that the airship only suffered slight damage.

This is another instance of the untrustworthiness of German official news.

## THE REBEL MOVEMENT IN SOUTH AFRICA.

LONDON, November 21st.

General Botha reports fresh loyalist successes in South Africa.

The Union forces have got into touch with rebels in various districts and have everywhere prevailed.

## GERMAN AND RUSSIAN NAVAL ACTIVITY.

LONDON, November 21st.

A German squadron has bombarded Lübau, causing fires in several places but at no important point.

A Russian squadron has bombarded Trebizond, where fire was observed from the fleet.

## BRITISH MERCHANTMAN CHASED BY GERMAN CRUISER.

LONDON, November 21st.

The following episode shows British pluck and skill. The *Ortega*, bound from Valparaiso to Rio de Janeiro with 300 French reservists, was chased by a German cruiser of the *Dresden* class.

The normal speed of the *Ortega* is 14 knots, while that of the cruiser is 21 at least.

The Captain called for volunteers as stokers and made full speed under fire at 18 knots for Nelson Strait, which is quite uncharted.

The Captain with great skill succeeded in bringing his vessel, which is of 7,000 tons, through, escaped from the cruiser and reached Rio safely.

## BRITISH ATTACK ON SHATT-EL-ARAB.

LONDON, November 21st.

Turkish forces on Shatt-el-Arab numbering 4,500 with 12 guns in strong position were attacked by our troops and routed, losing 2 guns and many prisoners.

## REDUCED POSTAGE ON HONGKONG NEWSPAPERS.

The *Gazette* announces that from and after December 1st, 1914, the rate of postage from Hongkong on newspapers published in Hongkong and posted singly to the following places shall be 2 cents per 4 ounces or any fraction thereof, viz.:—Australia, Canada, Ceylon, China, Korea, Formosa, India, Japan, Macao, Netherlands India, New Zealand, Philippine Islands, Siam, Straits Settlements, Timor, and the United Kingdom.

## WAR NEWS.

## "IT'S A LONG WAY TO TIPPERARY."

BUT GERMAN PRISONERS ARE THERE.

"It's a long way to Tipperary," says the British soldiers' song, but the Germans are "right there." Five hundred German prisoners were landed in Dublin last month, and conveyed under escort to Tipperary, County Tipperary.

Even the Germans know the tune of "Tipperary." According to a sergeant-major of the Coldstream Guards, "Our advanced outposts heard one day singing coming from the German lines and soon made out: 'It's a long way to Tipperary.' Our men joined in."

## A TRAGIC SEA PROCESSION.

SAD FLIGHT OF BELGIAN REFUGEES.

Over 12,000 Belgian refugees were landed in England on October 18th, after the fall of Antwerp, and scenes of great suffering were witnessed. These fugitives escaped from German rule in every possible form of craft, and thousands had spent the night at sea, crowded on deck, without food or shelter, and arrived in England in a famished condition. They came in transports, Channel steamers, pleasure boats, colliers, trawlers, dredgers, fishing smacks, yachts, and rowing boats; rich and poor, young and old, huddled together to keep themselves warm.

In one of twenty Ostend fishing boats which arrived at Folkestone a child of three died, and in a vessel arriving at Dover a baby fell overboard from the arms of its mother, who was seasick, and was drowned.

## "CONTEMPTIBLE" NO MORE.

"IT'S A GOOD JOB THERE AREN'T MORE ENGLISH."

The correspondent of the *Corriere della Sera*, who was detained as a prisoner for several days by the Germans and taken to Aix-la-Chapelle, says that the German soldiers and officers are now extolling the bravery and tenacity of the British Army and the wonderful way in which the men have been trained. He bluntly to the correspondent, "It's a good job for us there are not more of them or we should certainly be beaten."

## CROWN PRINCE'S BURROW.

TUNNEL FOR ESCAPE IN TIME OF DANGER.

A correspondent of the *Daily Mail* wrote last month from Villiers-aux-Vents (south of Verdun):—

There was a pitched battle between Villiers-aux-Vents and Revigny, which on the German side was directed from the village on the hill. In order that the Crown Prince might receive no hurt an elaborate series of excavations was constructed at the back of his house, with a tunnel leading to a thicket some distance away, so that when things became too warm the royal rabbit might take to his burrow and hide in safety. The excavations are about five feet in depth, covered over with boards, earth, and turf; inside they are comfortably lined with dry grass and straw. The total length is about 100ft., so there was room for the staff as well.

The house behind which they were constructed is, or rather was, the largest in the village. All that now remains is three and a half walls, with a pile of wreckage inside, conspicuous among which was a half-burned armchair, upholstered in red velvet, which I was told was part of the Crown Prince's field furniture. As everywhere else in this part of France, devastation is the keynote. There are no people, no cattle, no food, no life of any kind, just ruin. The Crown Prince must take a professional pride in it.

## THE BATTENBERG INCIDENT.

CAUSE OF THE RESIGNATION.

Reuter sent to the Indian papers the following explanation of the resignation of Prince Louis of Battenberg:—

LONDON, October 30th.

King George received Prince Louis of Battenberg on his resignation and directed him to be sworn as a Privy Councillor. Prince Louis wrote to Mr. Winston Churchill on Wednesday:—

"I have lately been driven to the painful conclusion that my birth and parentage somewhat impair my usefulness at the Admiralty. I, therefore, feel it to be my duty as a loyal subject of His Majesty to resign."

Mr. Churchill replied yesterday:—

"The Navy of to-day and still more of to-morrow bears the imprint of your work. The enormous impending influx of capital ships, a score of thirty-knots cruisers, the destroyers and submarines unequalled in modern construction, now coming to hand, are results of labour wherein the Admiralty owe you so much. The first step which secured the timely concentration of the Fleet was taken by you. I must express publicly my deep indebtedness to you and my pain at the severance of our official association."

## BRITISH GUNBOAT INTERNED.

DEPARTURE OF CREWS FROM CHUNGKING.

The Chungking correspondent of the *N.C. Daily News* writing on October 31st says:—

The disarmament of the two British gunboats here has now taken place and the officers and men left for down river on the last trip of the *Shukur*. At the last moment, ten minutes before leaving, the Chinese informed the officers that no one would be allowed to go on board the Chinese steamer in naval dress. There was a lively scurrying for a time in their endeavour to find civilian dress. It was reported that within fifteen minutes from the time they were given notice, they were ready to leave, but according to eye-witnesses they resembled a band of pirates rather than bluejackets. One man has been left in charge, while Messrs. Mackenzie & Co. have general oversight of both vessels.

## PETROL MYSTERY.

GREAT INCREASE IN SHIPMENTS FROM UNITED STATES.

NEW YORK, October 18th.

There is a belief here that Germany is replenishing the immense supplies of petrol and oil which she needs for her aerial fleet and motor services by means of shipments from the United States.

It is reported that since September 2nd more than 200,000 barrels of petrol have been shipped from New York in ships carrying Danish, Norwegian, and Swedish flags. The average monthly shipments to those countries is 40,000 barrels.

## GERMAN DEMORALISATION.

DIRT AND BAD FOOD IN THE TRENCHES.

Writing from "North of the Marne" last month a correspondent of the *Daily Mail* said:—

I have abundant evidence that the German demoralisation has become ostensible and confessed. German prisoners whom I have met, French officers who have spoken freely, and above all, members of the British Transport Service, give combined evidence that is difficult to disbelieve.

The state of some German prisoners recently taken is beyond description. They suffer not from their wounds but from all the ills that follow a combination of dirt, bad food, and an evil atmosphere. The very perfection of some of their trenches has increased the trouble. They have been too deep to make the lifting of the dead an easy matter, and in some cases no attempt has been made to remove them. In one instance a line of dead was arranged along the trench with the weapons apparently in the grasp of the dead.

It is perhaps an example of this sort which has spread the rumour—the quite absurd rumour—that the French have used this half-mythical powder, Turpinite, which acts like the head of Medusa and freezes men to death as they stand.

Sanitary reasons, as well as military, make the advance slow. There is one trench dug by the French at the extreme edge of a wood within 150 yards of the Germans. At night the men hear one another talk, but do one another very little harm.

Where the trenches are farther apart the Germans are in the habit from time to time of launching very brilliant lights, probably magnesium. They last about thirty seconds and appear to be some forty feet above the ground. Outpost patrols it is thought, do this work, but it is in the progressive timidity of the German patrols that the French have found one of the chief signs of German demoralisation. If surprised, they surrender, and behind them the retreat is made, as it were, voluntarily.

The French and English losses are now very small—I speak only of the centre—and the advance is not made by frontal attacks, but by slow pressure, often the pressure of the infantry working on men who have been overstrained by a month of the most cruel fighting in history.

## ATTEMPTED TRADE WITH ENEMY.

SCOTSMAN FROM HAMBURG SENTENCED TO EIGHTEEN MONTHS.

George Newton Spencer, a Scotsman, thirty-two, a clerk employed by a Hamburg firm of shipowners, was tried at the Old Bailey on an indictment charging him with inciting Frank Henry Houlder and others to trade with the enemy. He was found guilty and sentenced to eighteen months' imprisonment.

Mr. Justice Bowdler, in sentencing Spencer, said that the prisoner must have been singularly blind to the interests of his country, and though the offence cast no slur on his character for honesty he had committed a grave political crime, the gravity of which possibly he did not appreciate at the time.

Mr. Muir, prosecuting, said that Spencer came from Hamburg by a safe-conduct to propose that Messrs. Houlder Bros. Limited, and Messrs. Holmen & Sons, insurance agents, should pay his employers large sums of money and hand over their ships in neutral ports in exchange for their ships in neutral ports in which the firm held mortgages. By this proposal, \$25,400 would have gone to the King's enemies—£15,000 through a Rotterdam bank.

Mr. Frank Henry Houlder, chairman of Houlder Bros., said that Spencer told him he was liable to be shot unless he returned to Germany within five or six weeks. The Hamburg firm valued their three steamers at \$45,000. They were not worth it, Spencer produced a letter from the German Home Office committing to the sale.

Mr. Walter Currie Warwick, another director, giving evidence of the proposal, was asked by Mr. Justice Bowdler, "Were you prepared to do this?" He replied: "If we could have made an alternative arrangement for taking over the steamers in neutral ports it might have been possible to fix something up. We should not have entertained the proposal to pay \$25,000."

Spencer, in evidence, denied inciting to illegality. He wrote from London to the Dutch agents of his firm in Rotterdam. The Dutch firm were to forward the letter to his employers.

Mr. Muir: Why did you not write direct to your employers?—Because there was no chance of the letter getting through to Hamburg.

Mr. Muir: You saw in the German papers that a proclamation had been issued against trading with the enemy?—Yes, but we read so much that we did not know what to believe.

Mr. Justice Bowdler, in summing up, said that the transaction was such that no sane person could imagine that it was not injurious to the British nation. A nation permitting it would be guilty of national lunacy, and if allowed would make useless the work of our cruisers.

## THE WILLESDEN SENSATION.

A CONCRETE BUILDING.

The police made a raid, the *Times* of 17th ult. says, upon the premises of C. G. Roder (Limited), Victoria-road, Willesden-junction, and seized 20 Germans who were in the employment of the firm.

Messrs. Roder have been carrying on the business of lithographic and letterpress printers and music engravers at these premises for about 10 years, employing a staff of which about 150 were English and some 40 foreign subjects, mostly German. A few weeks ago the police called at the premises and took away three of the German employees. Yesterday when the staff were about to leave for the dinner hour between 20 and 30 police, mostly in plain clothes, surrounded the building and forbade egress. Detective-Inspectors Reid and Barrett entered and obtained from those in charge a complete list of the staff. The names were then read over, and each man was asked whether he was British or German. Those who were British were allowed after a short detention to leave, as were also about half the foreigners who were not of military age or who, for other reasons, were incapable of military service. The remainder, 10 in number, were placed under arrest.

A thorough search was made of the premises, and about three hours after the arrival of the police the German prisoners were marched out through a hooting crowd to Acton Station and taken to Harrow-road police station, where they remained for the night.

The premises are within a stone's throw of the Great Western main line and within 10 minutes' walk of Willesden-junction, on the London and North-Western main line. They are situated on high ground and give an uninterrupted view as far as the Crystal Palace over a great part of the London area. The floor and foundations are of thick concrete, while the roof of the front part of the premises is also of concrete from 10in. to 12in. thick and supported by iron girders from 2½ to 3½ thick.

## THE DEATH OF MR. J. L. CHALMERS.

In its obituary notice of the late Mr. James Legge Chalmers, Statistical Secretary of the Chinese Maritime Customs, the *N.C. Daily News* says:—

Mr. Chalmers, who was a very well-known and highly respected amongst a large circle of friends, was born in Hongkong in 1854, and was the son of Dr. John Chalmers, of Aberdeen, the well-known missionary and sinologist of Canton and Hongkong. He was called after the famous Chinese scholar, Dr. James Legge, who was a great friend of Dr. Chalmers. The deceased joined the Customs as far back as 1872, in Tientsin, and by reason of his excellent knowledge and high social qualities, his friends quickly mapped out for him a successful career. After serving at Chefoo, Canton and Pakhoi, where he was in charge, he went on home leave, and on his return was at Hankow and Chang, after which he was appointed Assistant Chinese Secretary at Peking. He soon won the regard of the late Sir Robert Hart, and eventually became one of his most trusted men. In 1887 the late Mr. Chalmers was sent to take charge of the Customs at Tamsui, but his health broke down, and he again went on home leave in 1891. His health did not improve, and fearing that he would never be able to return to China, he resigned from the Customs, much against the wish of Sir Robert Hart, who wanted him to go to Korea and take charge of the Chinese Customs there. Fortunately, Mr. Chalmers' health improved, and before coming out to Seoul in 1895 as secretary to Sir John McLeavy Brown, he married Miss Margaret Davidson, of Aberdeen. He became Acting Commissioner at Chemulpo in January, 1898, and returning to Seoul in 1901, he passed through that eventful period in Korea which arose through the Japanese occupation, and when China withdrew from Korea he went on home leave in 1905. On his return to China he was made Deputy Commissioner in the Statistical Department, and on the resignation of Dr. Morse he assumed charge, becoming Substantive Secretary and Deputy Postal Secretary in 1910. Again proceeding on home leave in 1911, he returned and was re-appointed Statistical Secretary in 1912. About a year ago, Mr. Chalmers' health again failed, but hopes were entertained of his recovery, and he resumed duty after three months' rest early this year. In September he fell seriously ill, and did not recover.

As a recognition of services rendered, Mr. Chalmers was decorated by the Chinese Government with the Double Dragon Third Division (First-Class), and Third Civil Rank. Only as late as August last he received the Third-Class of the Chiaofo from the Republican Government. As is shown by his excellent and most useful annual trade reports, Mr. Chalmers was a specialist in Chinese trade conditions and statistics. He was deeply respected by all his colleagues for his high sense of justice and amiability, and his demise will be received with regret by all who knew him. He was the brother of the British Consul-General in Yokohama, and was brother-in-law to Mr. F. S. A. Bourne, C.M.G., Assistant Judge, and Mr. John D. Hutchinson, of Shanghai. He leaves seven children, four of whom are at school in England and three in Shanghai.

We understand that the body is to be buried in Hongkong.

## CONTRABAND.

The *Gazette* contains the following from the Foreign Office:—"His Majesty's Secretary of State for Foreign Affairs has received communications from the United States Ambassador informing him that during the present hostilities the German and Austro-Hungarian Governments will treat as absolute or conditional contraband those objects and materials which are enumerated in Articles 22 and 24 of the Declaration of London."

## ROYAL HONGKONG YACHT CLUB.

THE OPENING CRUISE.

The sailing season of the Royal Hongkong Yacht Club was opened on Saturday, under the most favourable weather conditions, which brought out a large number of yachts to compete in the various events. H.E. Sir Henry May, and Lady May arrived early at the Club House, accompanied by the Misses May, and among others present on the lawn during the afternoon were Sir William Bess Davis, Commodore Anstruther, R.N., Hon. Mr. Claud Severn, Hon. Mr. H. E. Pollock, K.C., Major Baker-Brown, Capt. Cochran, Capt. G. G. Wood, and Surgeon Bernard, R.N.

A moderate north-east breeze held during the progress of the races. Details:—

Cruiser Race.	Course.	Channel Rock (P.), Kowloon Rock (P.), Meyer's East Buoy (P.).	Distance 6 miles.
Handicap Finishing Corrected on Course. Time.	Time.	Time.	Time.
Miranda	scr.	4 21 10	4 21 10
Oenone	scr.	4 34 17	4 34 17
Snipe	scr.	D.N.S.	—
Irene	scr.	4 23 20	4 17 20
Erin	scr.	4 20 22	4 11 22
Iris	scr.	D.N.S.	—
Queen Bee	scr.	4 02 21	3 53 21
Scotcland	scr.	4 47 30	4 35 30
Dorothy II.	scr.	4 44 24	4 38 24
Tuttan	scr.	5 03 02	4 51 02
Flora	scr.	4 48 33	4 18 33

## POSITION.

(1) *Queen Bee*, Mr. F. Smyth.  
(2) *Erin*, Lieut. Mann.  
(3) *Irene*, Mr. R. Sutherland.

VISITORS' RACE. Course: Lymun Beacon (P.), Kowloon Rock (P.), Meyer's East Buoy (P.).

Handicap Finishing Corrected on Course. Time.	Time.	Time.	Time.
Sirius	scr.	4 55 18	4 55 18
Lynbeth	scr.	5 01 18	5 01 18
But	scr.	5 05 10	5 05 10
Thecla	scr.	5 03 05	5 03 05
Aethore	scr.	5 02 39	5 01 39
Toinette	scr.	5 10 41	5 09 41
Beatrice	scr.	5 11 42	5 10 42

## POSITION.

(1) *Thecla*, Mr. J. W. Gloyd.  
(2) *Sirius*, Mr. W. O. Lambert.  
(3) *Aethore*, Mr. J. Forbes.

MOTOR BOAT RACE. Course: Channel Rock (P.), Kowloon Rock (P.), Meyer's East Buoy (P.).

There were six starters for this race, viz.—*Titanic*, *Isuan*, *White Rose*, *Nipper*, *America*, and *Wasp*. The three latter were disqualified for breach of racing rules, the *White Rose* broke down and did not complete the course, while the *Titanic* and *Isuan* fought out the issue. Mr. G. H. Wilson in the *Titanic*, conceding 12 minutes on the course to *Isuan*, scored by Mr. W. Logan, won by 2 mins. 14 secs.

LADIES' RACE. Course: Cust Rock Buoy (S.), Kowloon Rock (S.), Meyer's East Buoy (P.).

Handicap Finishing Corrected on Course. Time.	Time.	Time.	Time.
Dione	scr.	5 41 00.5	5 41 00.5
La Linda	scr.	D.N.S.	—
Rolla	scr.	5 44 50	5 44 10
Kathleen	scr.	5 44 09	5 41 40
Colleen	scr.	5 52 27	5 50 07
Dorothea	scr.	D.N.F.	—
Ayesha	scr.	D.N.S.	—
Alice	scr.	5 57 52	5 49 52
Daphne	scr.	D.N.F.	—

## POSITION.

(1) *Dione*, Miss May.  
(2) *Kathleen*, Miss Baker-Brown.  
(3) *Rolla*, Miss Liebert.

At the close of the afternoon's sport the prizes, which were provided by H.E. the Governor, the Hon. Mr. Claud Severn, and Mr. J. W. Bolles, were presented to the successful competitors by Lady May. In the course of Commodore Smyth's short speech, yachtsmen and motorists were informed that valuable prizes had been kindly given to the Club for competition by a friend in Japan, and also by the Standard Oil Co., through Mr. Bolles, and arrangements were being made to sail the races at an early date. The events would be open to all-comers in the Colony, a fee for entrance would be charged, and the proceeds handed over to a fund which would shortly be started in the Colony for the relief of the Belgian refugees. Commodore Smyth then called for three hearty cheers for Lady May, and a most successful day's sport was brought to a close.

## A BRITISH NAVAL SONG.

BY MARIE CORELLI.

We sweep the seas!  
Our glorious flag, unfurled  
From North to South, from East to West  
Shines o'er the world.  
Our cannon's bellowing thunder  
Roars with the roaring waves—  
For Britain's foes wild ocean holds  
Nothing but graves!

We sweep the seas!  
On waters far and near  
Our signal flash, and write in fire  
Our meanings clear!  
No other land, no other race  
Can match our British men,  
They've won a thousand fights before,  
They'll win again!

We sweep the seas!  
We rule the restless foam—  
We struggle, not for place or pelf,  
We fight for Home—  
Ring on the favouring breeze  
Down with the foe ten fathoms deep!  
We sweep the seas!

## APPOINTMENTS.

The *Gazette* announces the following appointments:—  
Mr. S. H. Dodwell to be a member of the Medical Board.  
Capt. E. R. C. Walker, 25th Punjab, to be Inspector of the H.K.V.C.  
Messrs. T. H. King, S. B. C. Ross, and S. E. B. McElderry to be Commissioners to administer Oaths, etc.

## BRITISH STEAMER BURNED AT SEA.

TWO-TWO MEN OF THE "SHIRLEY" LANDED AT KOBE.

There were recently landed in Kobe twenty-four of the crew of the British steamer *Shirley*, 3,417 tons, Captain Mace, who had been through one of the terrible experiences to which those who go down to the sea in ships are liable. The *Shirley* loaded in New York a cargo of petroleum, consigned to Yokohama, Messrs. Dodwell & Co. being the agents in Japan. The voyage promised to be an uneventful one, the passage through the Panama Canal being the only thing that savoured of novelty. The long voyage across the Pacific was drawing near its close, when on Sunday evening, November 1st, the alarming discovery was made of fire in the hold. The crew, numbering forty (including Chinese) did all they could to fight the flames. For nearly twenty-four hours they toiled unrelentingly, but the exceedingly inflammable nature of the cargo made their efforts hopeless from the beginning. On Monday evening the crew were tumbling into the boats with all haste, glad to get off with their lives.

When they left the ship the petrol was blazing, and there was not a moment to be lost. The two boats were pretty well provisioned, but the crew had no time to save the least scrap of their personal belongings. Every man jumped into the boat with the clothes he stood in and nothing more. In many cases it was far from a complete suit that the refugees had on at the time. There had been no time for thinking either of comfort or appearances since the outbreak was discovered.

So long had the crew fought to save the ship that they had barely time to save themselves. The Second Engineer, Mr. Brech, got his hand badly lacerated in the hurry of the final operations, and another of the engineers actually had his hand rather badly burnt by the heat of one of the guys as the boat was being got out. Captain Mace, the Second Officer, the engineers and part of the crew, numbering inclusive twenty-four, were in the larger boat, and the First and Third Officers, Messrs. J. Williams and E. Allen, in the other. It was rather dirty weather when they abandoned the ship, and she soon passed out of sight, and the boats also lost sight of each other in a fog that came on. The Captain's boat, after some thirty-six hours in the water, was picked up by the steamer *Craigina*, and brought on to Kobe. It was almost a miraculous chance that the boat was thus discovered. They were off the regular track of shipping—indeed, it cannot be said that there is a regular track between Japan and Panama. The *Craigina* had cleared from New York a couple of days before the *Shirley*, and had preceded her by about the same time in passing the Panama Canal. On the voyage across the Pacific, the *Shirley* had not sighted a single boat, but had overhauled and passed the *Craigina* without observing her. It was to this fortunate chance (and fortunate chance on top of that) that the boat owes its rescue. On learning that there was another boatload of men somewhere in the neighbourhood, the *Craigina* steamed round about for many hours, but had to give up the search. It is estimated that the First Officer's boat had provisions enough for ten days on board, and if some vessels can be sent out to search for her the course which the *Craigina* took in resuming her voyage was undoubtedly the wisest one. Unfortunately, the favourable wind which had favoured the boats until about the time the Captain's boat was picked up, gave way to bad weather and contrary winds afterwards. Some anxiety is therefore felt regarding the fate of the sixteen men who were last seen by their shipmates on the broad surfaces of the Pacific in a small boat, some 400 miles from land



## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed Daily Press only, special business matter The Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12.  
Codes: A.B.C. 5th Ed., Lieber's.  
Telegraphic Address: "PRESS."

## NEW ADVERTISEMENTS

CHINA TRADERS' INSURANCE COMPANY, LTD.

## NOTICE

THE Undersigned RESUMES CHARGE from this Date.  
By Order of the Board,  
C. MONTAGUE EDE,  
Secretary,  
Hongkong, 23rd November, 1914. [1375]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE

THE Undersigned RESUMES CHARGE from this Date.  
By Order of the Board,  
C. MONTAGUE EDE,  
Secretary,  
Hongkong, 23rd November, 1914. [1379]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENLEDI."

FROM LEITH, MIDDLESBROUGH, LONDON AND BRISTOL.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th Dec. or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst. at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 21st November, 1914. [1350]

## WANTED.

NANNING, LUNGCHOW, POSEH, AMOY, etc. Capable Business Man fluent Chinese speaker, wishes to represent wholesale firm in above territory. Commission or otherwise. References or Cash Guarantee furnished.

C. A. JONES,  
Nanning.  
[1371]

## FRENCH LESSONS

G. MOUSSION,

15, MORRISON HILL ROAD.

[1178]

## FOR SALE CHEAP

SEVERAL BAGS OF SLACK COAL. Suitable for use in Steam Locomotives. Apply—  
HONGKONG DAILY PRESS OFFICE.  
Hongkong, 29th October, 1914.

## YEW LEE

AR CHEONG AND L. HANSEN.

STEVEDORES, SHIP-CHANDLERS AND COMPANIES, 15, LEE YUEN STREET, WEST.  
Telephone No. 1230.  
Hongkong, 27th October, 1914. [1295]

## WAR MAPS

AND SMALL NATIONAL FLAGS to mark the progress of THE WAR.

## FOR SALE AT—

## GRACA &amp; CO.

PRINCE ST. (Hongkong Hotel Building).  
Hongkong, 15th October, 1914. [1204]

## TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision. Address—  
NOMURA HOTEL,  
15, 16 and 17, CONNAUGHT ROAD.  
Telephone No. 400.  
Hongkong, 30th July, 1914. [992]

## SINGON &amp; CO.

"ESTABLISHED A.D. 1880"

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchandlers, Nos. 36 and 37, HING LUNG STREET 2nd & 3rd West of Central Market.  
Telephone No. 615. [45]

## INTIMATIONS

STOCKBROKERS' ASSOCIATION OF HONGKONG.

THE above ASSOCIATION will OPEN TO-DAY (MONDAY), the 23rd instant, for all Transactions except in Shanghai Stocks. EDWARD RAYMOND, Secretary.  
Hongkong, 19th November, 1914. [1370]

LANCASHIRE INSURANCE COMPANY.

Now Merged in THE ROYAL INSURANCE COMPANY, LIMITED.

HAVING been Appointed AGENTS for the above Company, we are prepared to accept RISKS against FIRE at Current Rates. DAVID SASSOON & Co., LTD.  
Hongkong, 16th November, 1914. [1366]

## TO LET

## TO LET.

OFFICES in Hotel Mansions.  
Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings,  
Hongkong, 6th November, 1914. [1329]

## TO BE LET.

Immediate Possession.

NOS. 3 and 4, AIMAI VILLAS, Austin Avenue, Kowloon, each comprising 5 Big Airy Rooms, etc., at Moderate Rent.

Apply to—  
PATELL & Co.,  
79, Wyndham Street.  
Hongkong, 23rd November, 1914. [1262]

## TO LET.

NO. 33, CONDUIT ROAD. Six-Roomed House, with Tennis Court from 1st November, 1914.

Apply to—  
E. A. CARVALHO,  
No. 5, Macdonell Road.  
Hongkong, 28th October, 1914. [1293]

## TO LET.

NO. 2, CANTON VILLAS, Kowloon.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st November, 1914. [1232]

## TO LET.

FLATS in Humphrey's Buildings and Nathan Road, Kowloon.

SIX-ROOMED HOUSE in Maiden Row.

FOUR-ROOMED HOUSES at Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD.,  
Alexandra Buildings,  
Hongkong, 12th November, 1914. [1345]

## TO LET.

IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES and ROOMS. Including a Fine Commodious Suite.

Apply to—  
SECRETARY,  
A. S. WATSON & Co., LTD.  
Hongkong, 23rd October, 1914. [923]

## TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.

1, HILL SIDE, 110, THE PEAK. GODOWNS, New Praya, Kennedy Town. GODOWNS, at Wanchai Road.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 6th November, 1914. [1061]

## TO LET.

NOS. 19, 21, 23 and 25, SHELLEY STREET, Newly Painted and Colour washed.

No. 19, BELLIOS TERRACE. "KIRKENDOW" Furnished, No. 122, Plantation Road, Peak.

"BEACONFIELD," Battery Path, No. 69, THE PEAK (CAMERON VILLAS). Apply to—  
KINSTEAD & DAVIS,  
3rd Floor, Alexandra Buildings,  
Hongkong, 30th October, 1914. [1174]

## TO LET.

OFFICES in St. George's Building, Second Floor, Immediate Possession.

Apply to—

SHEWAN, TOMES & Co.  
Hongkong, 29th August, 1914. [1087]

## QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

GODOWN, No. 9, Lee House Street.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 11th November, 1914. [1385]

## TO LET—FULLY FURNISHED.

NO. 5, MORRISON HILL. Immediate Possession.

Apply to—

HARRY WICKING & Co.  
Hongkong, 29th October, 1914. [1203]

## INTIMATIONS

## LANE, CRAWFORD &amp; Co.



AGENTS FOR  
SHILLCOOK'S "McGREGOR"

## FOOTBALL BOOTS

\$5.00 to \$10.00 per pair.

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PRICE \$11.50 EACH COMPLETE.

OTHER QUALITIES

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FROM \$8.00 TO \$10.00 EACH.

GENUINE "BRODIE"

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It smokes Cool and Delightful in any Shaped Pipe.

It is made in an English Factory by British Workmen and Sold by the British Firm of

A. S. WATSON & CO., LTD.

2 OZS. TIN FOR 50 CENTS.

Hongkong, 17th November, 1914. [1364]

## TO LET

## TO LET.

NO. 9, MOUNTAIN VIEW, PEAK.

21, CONNAUGHT ROAD CENTRAL. 6th, QUEEN'S ROAD CENTRAL.

Apply to—

M. J. D. STEPHENS,  
18, Bank Buildings,  
Hongkong, 16th October, 1914. [1254]

## TO LET.

NO. 5, CONDUIT ROAD—Repaired, Repainted and thoroughly Renovated. Complete installation of Electric Lights, including Fittings. Can be occupied immediately.

RICHMOND HOUSE, 11, Robinson Road—Now under repair. Can be renovated and repainted to suit tenant's taste. Garden and Tennis Court.

For further particulars apply to—  
M. H. NEMAZEE,  
10, Des Vaux Road.  
Hongkong, 3rd November, 1914. [1319]

## TO LET.

NO. 168, THE PEAK, "THE KENNELS."

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st November, 1914. [1251]

## TO LET

## TO LET.

RAVENSHILL WEST, No. 3, Park Road, Tennis Court.

Apply to—  
DEACON, LOOKER, DEACON & HARBSTON,  
Hongkong, 28th October, 1914. [1305]

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Should Purchase.

"FROM HONGKONG TO CANTON"

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CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans.

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## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
N. J. STABB,  
Chief Manager.  
Hongkong, 2nd November, 1914. [16]

## NEDERLANDSCH-INDISCH HANDELSBANK

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)  
Paid-up Capital... Fl. 19,907,000 (£1,659,000)  
Reserve Fund .... Fl. 7,765,500 (£647,125)

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HEAD AGENCY: BATAVIA.

LONDON BANKERS:

THE WILLIAMS DEACONS BANK.

SWISS BANK CORP.

The Bank transacts every description of Banking and Exchange business, receives deposits on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. A. DUNLOP, Manager,  
No. 8, Des Vaux Road Central.  
Hongkong, 17th November, 1914. [21]

## THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Subscribed ... Yen 10,000,000  
Capital Paid-up ... " 8,750,000  
Reserve Funds ... " 8,750,000

HEAD OFFICE: TAIPEI, FORMOSA.

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Foochow	Newchwang	Tsushima
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Kagi	Osaka	
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HONGKONG OFFICE.

8, Des Vaux Road.

Interest allowed on Current Accounts.

Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 10th October, 1914. [1811]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000

Reserve Funds—

Sterling \$1,500,000 at 2½—\$15,000,000

Silver ... \$18,000,000

\$33,000,000

Reserve Liability of Proprietors \$16,000,000

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ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per annum.

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For 12 months, 4½ per cent. per annum.

N. J. STABB,  
Chief Manager.

Hongkong, 11th November, 1914. [15]

## THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital ... \$1,500,000

Subscribed " ... 1,125,000

Paid-up " ... 562,500

Reserve Fund ... 465,000

BANKERS:

BANK OF ENGLAND,

and

LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. B. LINTON,  
Manager.

Hongkong, 10th July, 1913. [148]

## THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1863.

HEAD OFFICE—LONDON.

Paid-up Capital ... \$1,200,000

Reserve Fund ... \$1,500,000

Reserve Liability of Proprietors \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

W. M. DICKSON,  
Manager.

Hongkong, 8th June, 1914. [1494]

## BANKS

## THE BANK OF CHINA.











# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and GENOA via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.....	NELLORE Capt. J. Gaunt, R.N.R.	10 A.M. 23rd Nov.	Freight and Passage.
SHANGHAI .....	MALTA Capt. G. W. Cookman, R.N.R.	About 3rd Dec.	Freight and Passage.
LONDON via USUAL PORTS or CALL .....	ORIENTAL Capt. A. L. Valentini	Noon 5th Dec.	See Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA .....	NILE Capt. H. Powell	About 27th Dec.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.  
Subject to immediate alteration without notice.

## NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they are effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 23rd November, 1914.

# CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW and BANGKOK .....	"CHANGHONG" .....	On 14th Nov., 4 P.M.
MANILA, CEBU and ILOILO .....	"TEAN" .....	On 24th Nov., 4 P.M.
SHANGHAI .....	"ANHU" .....	On 24th Nov., 4 P.M.
WEIHAIWEI and TIENTSIN .....	"KUIHONG" .....	On 26th Nov., Noon.
SHANGHAI .....	"YINGKOW" .....	On 26th Nov., 4 P.M.
MANILA, CEBU and ILOILO .....	"CHINHUA" .....	On 1st Dec., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "BANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships. Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHU" and "CHENAN" and the S.S. "KANCHOW," "LIANGHONG," "LUHONG" and "YINGKOW" having excellent accommodation, with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 23rd November, 1914.

TELEPHONE 36. AGENTS.

# THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA  
VIA MANILA.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS .....	2nd Dec.	On 23rd Dec., 11 A.M.
ALDENHAM .....	2nd Jan.	On 29th Jan., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.  
For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS

# BRITISH INDIA S. N. CO., LTD. A PCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 1st September, 1914.

AGENTS

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# DOUGLAS STEAMSHIP CO., LTD. HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS, FASTEST and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR  
SWATOW, AMOY AND FOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYAN" .....	Capt. J. W. Evans	TUESDAY, 24th Nov., at 1 P.M.
"HAIYING" .....	Capt. W. C. Passmore	FRIDAY, 26th Nov., at 1 P.M.
"HAIYANG" .....	Capt. A. E. Hodgins	TUESDAY, 1st Dec., at 1 P.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" .....	Capt. A. H. Stewart	WEDNESDAY, 25th Nov., at 1 P.M.
"HAIMUN" .....	Capt. A. H. Stewart	SUNDAY, 29th Nov., at 10 A.M.

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 20th November, 1914.

# TOYO KISEN KAISHA. NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

## SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA.  
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
NIPPON MARU	11,000—18 knots from Kobe	1st Dec.
SHINYO MARU	22,000—21 knots	TUES., 8th Dec.
CHIYO MARU	22,000—21 knots	TUES., 5th Jan.
TENYO MARU	22,000—21 knots	TUES., 26th Jan.
FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60. ...	" " £96.10.
" " " SAN FRANCISCO	£45. ...	" " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO.  
SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDIAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sail
ANYO MARU	18,500—15 knots	...

For Full Particulars as to Passage and Freight, apply to—

O. WURU, ACTING AGENT,

King's Building.

TELEPHONE 291.

1212

# MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN  
VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE  
VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA .....	PAUL LECAT	On or about 1st December.

HOMEWARD

MARSEILLES VIA PORTS .....	AUSTRIEN	On 1st December, at 1 P.M.
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ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.  
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

P. THOMAS, AGENT,  
QUEEN'S BUILDING.

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES  
PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration).



THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co

FOR VICTORIA AND TACOMA via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

Steamer	Captain	Leaving
"SEATTLE MARU" .....	T. Saito	THURSDAY, 26th Nov., at 3 P.M.
"MEXICO MARU" .....	N. Kobayashi	WEDNESDAY, 9th Dec., at 3 P.M.

These Newly-Built Steamers of American Line have fast speed and are fitted with the Wireless Apparatus. Best adapted for carrying Silk, Treasure and Perishables.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM  
PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SAIGON MARU" .....	T. Yamaguchi	SUNDAY, 6th Dec., A.M.

FOR FOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU" .....	Y. Yamamoto	...

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU" .....	K. Murakami	SUNDAY, 29th Nov., at 10 A.M.
"DAIGI MARU" .....	S. Tokunaga	SUNDAY, 6th Dec., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"OSHRU MARU" .....	K. Hattori	WEDNESDAY, 26th Nov., at 8 A.M.

These Steamers of Coast and Port Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soan Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,

MANAGER,  
Second Floor, No. 1, Queen's Building.

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PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATE
MARSEILLES and LONDON via SINGAPORE, PENANG, COLOMBO, HUEZ and PORT SAID .....	MIYAZAKI MARU Capt. Teramata	16,000	(SATURDAY, 5th Dec., at 10 A.M.
VICTORIA, B.O. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA .....	KITANO MARU Capt. F. E. Cope	15,000	(WEDNESDAY, 23rd Dec., at 10 A.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE .....	YOKOHAMA MARU Capt. Komatsubara	12,500	(TUESDAY, 1st Dec., at Noon.
CALCUTTA via SINGAPORE, PENANG and RANGOON .....	AWA MARU Capt. T. Hori	12,500	(TUESDAY, 15th Dec., at Noon.
BOMBAY via SINGAPORE, and COLOMBO .....	TANGO MARU Capt. Soyeda	13,500	(WEDNESDAY, 16th Dec., at Noon.
SHANGHAI and KOBE .....	NIKKO MARU Capt. E. Takeda	9,600	(WEDNESDAY, 13th Jan., at Noon.
SHANGHAI and KOBE .....	CEYLON MARU Capt. Naguchi	10,000	(MONDAY, 23rd Nov.
NAGASAKI, KOBE and YOKOHAMA .....	COLOMBO MARU Capt. Sakamoto	8,800	(MONDAY, 23rd Nov.
KOBE and YOKOHAMA .....	KAWACHI MARU Capt. Nakamura	12,500	(SUNDAY, 29th Nov.
	RANGOON MARU Capt. Nomura	7,000	(MONDAY, 30th Nov.
	NIKKO MARU Capt. Takeda	9,600	(TUESDAY, 15th Dec., at 5 P.M.
	KITANO MARU Capt. F. E. Cope	16,000	(TUESDAY, 24th Nov., at D'light

## PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers	Displacement	Leave Hongkong.
KATORI MARU	20,000 Tons	Thurs., 28th Jan.
KAMO	16,000	11th Feb.
KASHIMA	16,000	25th Feb.
MISHIMA	16,000	11th Mar.
SWA	25,000	25th Mar.
ASUKA	16,000	8th Apr.
YASAKI	25,000	22nd Apr.
MIYASAKI	16,000	6th May.
KITANO	16,000	20th May.
FUSHIMA	25,000	3rd June.

FOR AMERICA.

Steamers	Displacement	Leave Hongkong.
AKI MARU	12,500 Tons	Tues., 26th Jan.
SADO	12,500	9th Feb.
YOKOHAMA	12,500	23rd Feb.
AWA	12,500	9th Mar.
SHIDZUOKA	12,500	23rd Mar.
TAMBA	12,500	6th Apr.
AKI	12,500	20th Apr.
SADO	12,500	4th May.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 291 and 1241.

18-9-10

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON  
TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave SHANG- HAI	Leave HONG- KONG	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Leave at MARSEILLES	Due at PLYMOUTH (London 1 day later)
YOKOHAMA	COLOMBO	6 p.m.	Noon		Friday	Thursday
	ORIENTAL	Dec. 1	Dec. 5	MONGOLIA	Jan. 1	Jan. 7
Dec. 7	MALTA	Dec. 14	Dec. 18	MALWA	Jan. 15	Jan. 21
Dec. 20	NAGOYA	Dec. 28	Jan. 1	MOBEA	Jan. 23	Feb. 4
	ARCADIA	Jan. 12	Jan. 16	MALOJA	Feb. 12	Feb. 18

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles in Friday, and London on the following Friday.

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows—

	LONDON	MARSEILLES
1st Saloon "A"	Accommodation Single £55. Return £97.	
"B"	" " " £55. " £60.	
2nd Saloon "A"	" " " £44. " £64.	
"B"	" " " £40. " £60.	
1st Saloon "A"	Accommodation Single £51. Return £91.	
"B"	" " " £51. " £83.	
2nd Saloon "A"	" " " £42. " £63.	
"B"	" " " £38. " £57.	

IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

STEAMERS	Leave YAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'NILES	Due at LONDON
	about	about	about	about	about	about
NELLORE	Nov. 9	Nov. 19	Nov. 25	Dec. 1	Dec. 28	Jan. 8
NAGOYA	Dec. 20	Dec. 28	Jan. 1	Jan. 7	Feb. 2	Feb. 13
SYRIA	Dec. 21	Dec. 31	Jan. 6	Jan. 12	Feb. 8	Feb. 17
NANKIN	Jan. 5	Jan. 15	Jan. 20	Jan. 26	Feb. 22	Mar. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON: 1st Saloon £50 Single; £95 Return; 2nd Saloon £35 Single; £65 Return.

FARES TO MARSEILLES: 1st Saloon £46 Single; £86 Return; 2nd Saloon £33 Single; £63 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

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E. A. HEWETT,  
SUPERINTENDENT.



POST OFFICE NOTICE

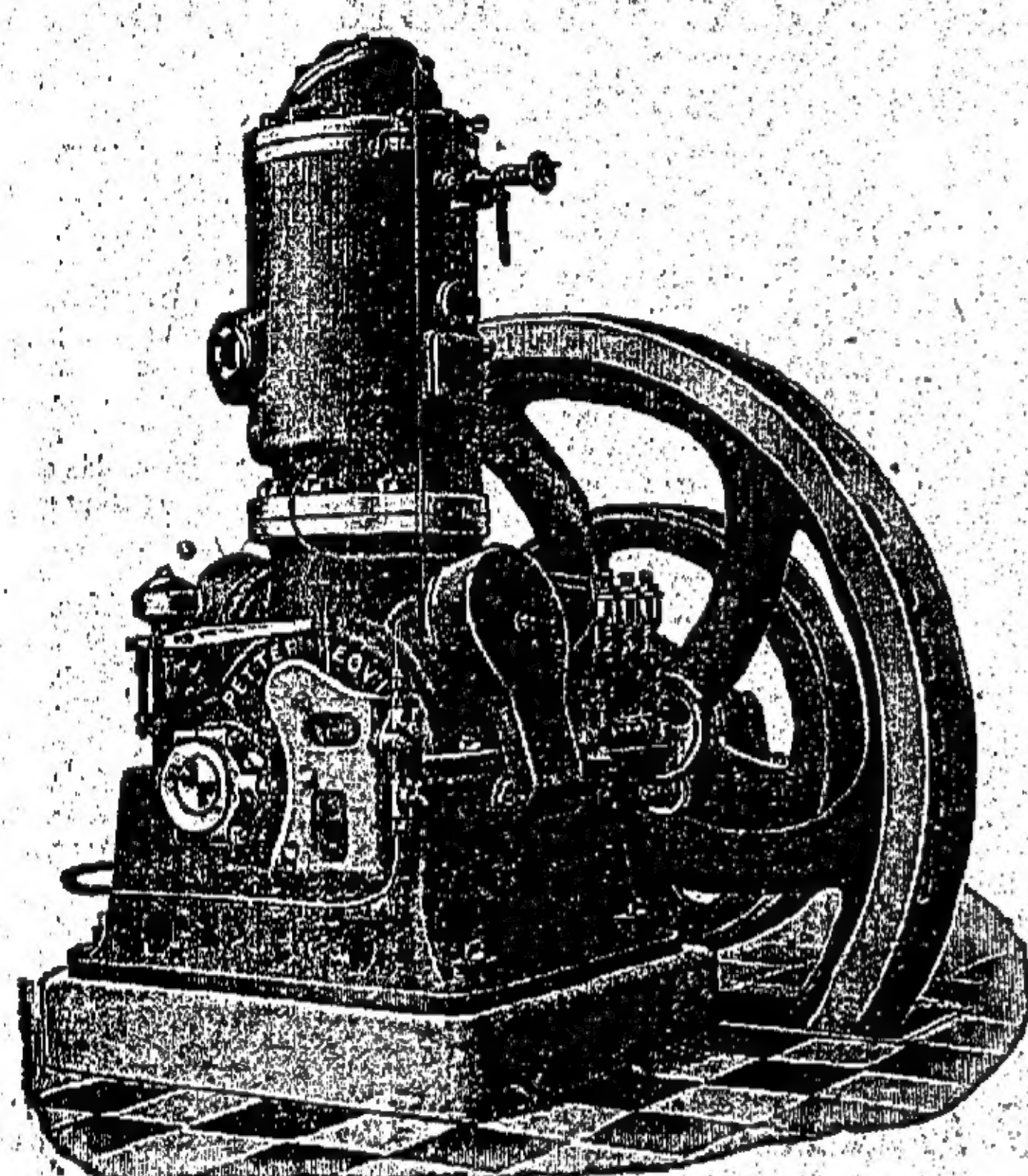
The Services to Germany, Austria, Ottoman Empire and Tsingtau are suspended.

The French Mail from Europe is due to arrive here to-day.

FOR	DATE
Swatow and Bangkok	Monday, 23rd, 10.00 A.M.
Swatow and Bangkok	Monday, 23rd, 3.00 P.M.
Shanghai and North China	Monday, 23rd, 4.00 P.M.
Japan via Kobe	Monday, 23rd, 4.00 P.M.
Shanghai and North China	Tuesday, 24th, 11.00 A.M.
Swatow, Amoy and Foochow	Tuesday, 24th, 1.00 P.M.
Philippine Islands	Tuesday, 24th, 3.00 P.M.
SHANGHAI AND NORTH CHINA	Tuesday, 24th, 3.00 P.M.
(EUROPE VIA SIBERIA)	Registration 2.30 P.M.
[Tientsin-Peking Service Shanghai Bilt. P.O. 11.30 a.m., Monday, 30th inst.]	Letters 3.00 P.M.
Swatow, Amoy and Formosa via Takao and	Tuesday, 24th, 4.00 P.M.
Anping	Wednesday, 25th, 9.00 A.M.
Swatow	Wednesday, 25th, NOON
Wellington and Tientsin	Thursday, 26th, 11.00 A.M.
Japan via Moji, Victoria, and Tacoma,	Thursday, 26th, 1.00 P.M.
and United Kingdom via Canada	Letters 2.00 P.M.
Shanghai and North China	Thursday, 26th, 3.00 P.M.
[Tientsin-Peking Service Shanghai Bilt. P.O. 5 p.m., Monday, 30th inst.]	
Swatow, Amoy and Foochow	Friday, 27th, 1.00 P.M.
Swatow	Sunday, 29th, 9.00 A.M.
	— DECEMBER —
Shanghai, North China, Japan via Moji,	Tuesday, 1st, 11.00 A.M.
Victoria, B.C., Seattle, Wash., and	Tuesday, 1st, 1.00 P.M.
United Kingdom via Canada	Tuesday, 1st, 3.00 P.M.
Swatow, Amoy and Foochow	Tuesday, 1st, 3.00 P.M.
Philippine Islands	Wednesday, 2nd, 9.00 A.M.
Straits, Ceylon and Europe	Wednesday, 2nd, 9.00 A.M.
Philippine Is., Australia, Tasmania, New	Tuesday, 8th, 11.00 A.M.
Zealand via Fort Darwin and New	
Guinea via Thursday Island	

WM. C. JACK & CO., LTD.

14, DES VŒUX ROAD, HONGKONG.



SOLE AGENTS FOR  
THE PETTER  
PATENT  
SEMI-DIESEL  
CRUDE OIL  
ENGINES  
AND  
KEROSENE  
ENGINES.

We carry large stocks of  
Ship and Engine Stores,  
Cotton Waste, Oil, Packing,  
&c.  
Electrical Repairs and  
Installations Undertaken;  
Electro-Plating in all its  
Branches.

THE TAIKOO DOCK YARD  
AND ENGINEERING CO. OF HONGKONG, LTD.  
TAIKOO DOCK YARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS.  
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,  
ELECTRICAL AND MECHANICAL ENGINEERS.  
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines,  
Boilers, Railway Rolling Stock, Bridges, and all Classes  
of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 88' by 34' 6"  
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing  
conditions for painting ships with most efficient results.  
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES  
throughout the Shop ranging to 100 tons.  
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—  
JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.  
As supplied to the British Admiralty and War Office.  
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES  
HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION,  
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.  
Dockyard Managers, can be seen between the hours of 11 a.m. and 12 Noon  
at the Town Office.

BUTTERFIELD & SWIRE.  
HONGKONG, CHINA, AND JAPAN, AGENTS.

Telephone No. 212.

Telegraphic Address: "TAIKOO DOCK."

JAVA-CHINA JAPAN LIJN  
REGULAR FORTNIGHTLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMANOEK	—	—	SHANGHAI	Second half of Nov.
TJIBODAS	—	—	JAPAN	Second half of Nov.
TJIPANAS	JAPAN	First half of Nov.	JAVA	Second half of Nov.
TJILATJAP	JAVA	Second half of Nov.	JAPAN	Second half of Nov.
TJIKINI	JAVA	First half of Nov.	SHANGHAI	Second half of Nov.
TJILIWONG	JAVA	First half of Dec.	JAPAN	First half of Dec.
TJITAROEM	JAVA	First half of Dec.	—	—
TJIKEMBANG	JAVA	Second half of Dec.	SHANGHAI	First half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for  
a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo  
taken at through rates to all ports in Netherlands India and Australia.  
For Particulars of Freight and Passage, apply to the

JAVA-CHINA JAPAN LIJN.

Yock Buildings, 1st Floor,  
Hongkong, 12th November, 1914.

Telephone No. 1574.

COMMERCIAL

CLOSING QUOTATIONS.

November 21st.

ON LONDON:—	Telegraphic Transfer 1/8 1/2
Bank Bills, on demand 1/8 1/2	
Bank Bills, at 30 days' sight 1/8 1/2	
Bank Bills, at 4 months' sight 1/8 1/2	
Credits, at 4 months' sight 1/8 1/2	
Documentary Bills 4 months' sight 1/8 1/2	
ON PARIS:—	Bank Bills, on demand 1/4
Credits, at 4 months' sight 1/4	
ON GREENARY:—	On demand 1/4
ON NEW YORK:—	Bank Bills, on demand 1/4
Credits, at 30 days' sight 1/4	
ON HONGKONG:—	Telegraphic Transfer 1/4
Bank, on demand 1/4	
ON CALCUTTA:—	Telegraphic Transfer 1/4
Bank, on demand 1/4	
ON SHANGHAI:—	Bank, at sight 1/4
Private, 30 days' sight 1/4	
ON YOKOHAMA:—	On demand 1/4
ON MANILA:—	On demand 1/4
ON SINGAPORE:—	On demand 1/4
ON BATAVIA:—	On demand 1/4
ON BANGKOK:—	On demand 1/4
ON SOERABAYA:—	On demand 1/4
GOLD LEAF, 100 fine, per tal. \$58.60	
SILVER, per oz. 22 1/2	

SUBSIDIARY COINS.

Hongkong 20 cents pieces...	\$16.50 discount.
Hongkong 10 " "	\$16.90

TO-DAY

3 p.m.—Auction of Crown Land at Kennedy  
Road, by Public Works Dept.

FORTHCOMING EVENTS.

Friday, 26th Dec.—  
Christmas Day.  
Friday, 1st Jan.—  
New Year Day.

SHIPPING REPORTS.

The British str. *Helena* reports: Fine  
weather and moderate sea.  
The British str. *Haitan* reports: Fresh  
N.E. wind, moderate sea, overcast and  
rainy weather.  
The British str. *Bentley* reports: Very  
strong monsoon after leaving Singapore;  
thence moderate and light monsoon, very  
heavy rain squalls.

HONGKONG, CANTON, MACAO &  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	\$6.00
Return " " (available also for return by day steamer)	10.00
Single Fare by Day Steamer	4.00
Return " " " "	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Com-  
pany's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong  
about 11 p.m.) are permitted to sleep on board till next morning without extra charge.  
Electric fans and electric light are available all night.

HONGKONG TO CANTON. | CANTON TO HONGKONG.  
MONDAY, 23rd NOVEMBER, 1914.

8 a.m. HEUNGSHAN. | 8 a.m. HONAM.  
5 p.m. SUI AN. | 5 p.m. FATSHAN.

TUESDAY, 24th NOVEMBER, 1914.  
8 a.m. HONAM. | 8 a.m. HEUNGSHAN.  
5 p.m. FATSHAN. | 5 p.m. SUI AN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,611. | S.S. TAISHAN, Tons 2,006.  
HONGKONG TO MACAO.  
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf,  
Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.  
MACAO TO HONGKONG.  
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 29th NOVEMBER, 1914.  
The Company's New Steamship  
"TAISHAN"  
Will depart from the Company's Wing Lok Street Wharf at 8 a.m., and return  
from Macao at 8 p.m.  
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m.,  
and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. HOISANG.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.;  
Returns from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.  
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,  
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAIKAM, 588 tons, and S.S. NANNING, 561 tons.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and  
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.  
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the  
Company's direct Steamers LINTAN and SANLU. These vessels have superior Cabin  
accommodation and are lighted throughout by electricity. Electric fan in each Cabin.  
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.  
Further particulars may be obtained at the Office of the  
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